2004

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 118

City of Lynchburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route
Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

		City C	of Lynchburg												
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
Nouis	Julisulction	Length	אטו עא	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIL	Factor	7711	QVV
	From:	SCI	L Lynchburg												
29 Wards Road	City of Lynchburg	1.74	34000 F	93%	0%	1%	1%	5%	0%	F	0.078	F	0.544	35000	F
	To:	Lynchb	burg Expressway		7										
	From:	1	Wards Rd												
29 501 Lynchburg Expressway	City of Lynchburg	0.34	43000 N	93%	0%	1%	1%	5%	0%	Ν	0.090	Ν	0.548	45000	Ν
	To:	Cor	ndler Mt Rd		7										
Carl Lymphburg Eympeggygy	City of Lynchburg			93%	00/	40/	40/	5%	00/	F	0.000	F	0.540	45000	F
(29) Lynchburg Expressway	City of Lynchburg	1.37	43000 F	93%	0%	1%	1%	5%	0%	Г	0.090	Г	0.548	45000	Г
	To- From:	Odd	d Fellows Rd												
29 Lynchburg Expressway	City of Lynchburg	1.46	43000 F	93%	0%	1%	1%	5%	0%	F	0.087	F	0.539	45000	F
	Tec	**	g		7										
	From:		emper Street	000/	-00/	407	40/	5 07	00/	_	0.000	_	0.505	45000	_
(29) Lynchburg Expressway	City of Lynchburg	1.02	44000 F	93%	0%	1%	1%	5%	0%	F	0.089	F	0.525	45000	F
<u> </u>	To	N	Main Street		1—										
29 Lynchburg Expressway	City of Lynchburg		33000 F	93%	0%	1%	1%	5%	0%	F	0.085	F	0.549	34000	F
23)	To:		rst County Line		7										
_	From:		•		1										
Bus	<u> </u>		Lynchburg Expre			407	00/	00/	00/	_	0.007	_	0.504	40000	_
(29) Wards Road	City of Lynchburg	0.34	17000 F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.504	19000	F
<u>-</u>	To	SR 128	Candler Mtn Rd		Т										
Bus	Prom.			000/		407	00/	00/	00/	_	0.004	_	0.544	00000	_
(29) Wards Road	City of Lynchburg		23000 F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.514	26000	F
<u> </u>	To:		460 Fort Avenue												
Bus Bus	S:: (1		Wards Rd	000/		407	00/	00/	00/	_				05000	_
(29) (460) Fort Ave	City of Lynchburg		24000 G	98%	0%	1%	0%	0%	0%	С	NA			25000	G
* *	To:		emorial Ave		-										
Bus	City of Level blooms		Fort Ave		J						N.1.0			NI A	
(29) Memorial Ave	City of Lynchburg	0.60	NA								NA			NA	
<u>~</u>	To-	C	Oakley Ave		1										
Bus	O'the of the mark have a	0.47	44000 5	050/	40/	00/	00/	407	00/	_	0.000	_	0.507	40000	_
(29) Memorial Ave	City of Lynchburg	0.47	11000 F	95%	1%	2%	0%	1%	0%	Г	0.086	F	0.567	12000	F
	To- From:		Park Ave												
Bus Managial Ava	City of Lymphhymm	0.00	40000 F	050/	40/	20/	00/	40/	00/	F	0.000	_	0.500	40000	_
(29) Memorial Ave	City of Lynchburg	0.33	12000 F	95%	1%	2%	0%	1%	0%	г	0.088	F	0.599	13000	F
~	To: From:	La	nghorne Rd		1										
Bus Care at	City of Lymphhymm	0.47	14000 F	050/	40/	20/	00/	40/	00/	F	0.000	F	0.500	40000	_
(29) 5th Street	City of Lynchburg	0.17	14000 F	95%	1%	2%	0%	1%	0%	F	0.086	F	0.502	16000	F
Post-	To: Econo.	I	Pollard St												
Bus Care at	Oit at Landhau	0.00	44000 -	050/	40/	20/	00/	40/	00/	_	0.000	_	0.504	40000	_
29) 5th Street	City of Lynchburg	0.26	14000 F	95%	1%	2%	0%	1%	0%	F	0.086	F	0.534	16000	F
Post-	To: Econo.		Pierce St												
Bus	Prom:			000/	- 00/	40/	00/	407	00/	_	0.000	_	0.500	45000	_
29 5th Street	City of Lynchburg	0.27	14000 F	98%	0%	1%	0%	1%	0%	F	0.089	F	0.503	15000	F
	To		Park Ave		1—										
Bus	From:			0601	-	401	001	461	001	_	0.000	_	0.510	4=000	_
29) 5th Street	City of Lynchburg	0.38	16000 F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.513	17000	F
~	To:		Clay St												

Virginia Department of Transportation Mobility Management Division

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

			OI LYHOHDUIQ				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Clay St]					_					
29) 5th Street	City of Lynchburg	0.57	14000 F	98%	0 %	1%	0%	1%	0%	С	0.091	F	0.643	16000	F
	10:		erst County Line												
	From:		29 Bus Wards Rd		_ ا					_		_			_
(128) Candler Mt Rd	City of Lynchburg	0.29	18000 F	90%	- 4%	2%	1%	4%	0%	F	0.088	F	0.567	19000	F
<u> </u>	From:	US 50	01 Lynchburg Exp RT 501 W		+										
128) 501 Candler Mtn Rd	City of Lynchburg	0.40	35000 F	95%	」 1%	1%	1%	2%	0%	F	0.084	F	0.539	38000	F
128 501 Candler Mtn Rd	To:	0.10	RT 501 E	0070	٦	170	170		070	•	0.001	•	0.000	00000	•
	From:	US 50	1 Candlers Mt Rd												
128 Mayflower Dr	City of Lynchburg	1.30	7800 F	90%	4%	2%	1%	4%	0%	С	0.094	F	0.538	8500	F
<u> </u>	To:	Oc	dd Fellows Rd		1										
128 Mayflower Dr	City of Lynchburg	1.48	2000 F	97%	2 %	1%	0%	0%	0%	С	0.102	F	0.681	2200	F
128)	To:		Bus Campbell Ave		7	170	070	070	070	Ŭ	0.102	•	0.001	2200	•
	From:		CL Lynchburg		+										
(221 Lakeside Dr	L City of Lynchburg	0.53	23000 G	97%	┙	1%	0%	1%	0%	С	NA			25000	G
221 Lakeside Dr	Oity of Eyficilibring			31 /0	- 070 - -	1 70	070	1 /0	070	O	INA			20000	0
~~	To: From:		hburg Expressway							_		_		.=	
(221) Lakeside Dr	City of Lynchburg	0.94	15000 F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.586	17000	F
	Ta- From		orest Brook Rd]										
221 Lakeside Dr	City of Lynchburg	1.52	14000 F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.572	15000	F
<u> </u>	Tax	(Old Forest Rd		1										
221 Lakeside Dr	City of Lynchburg	0.15	16000 F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.573	18000	F
	To:		Oakley Ave		1										
	From		Lakeside Dr												
(221) Oakley Ave	City of Lynchburg	0.57	9200 F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.527	10000	F
<u> </u>	To:		S 29 Memorial Ave												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	O'the of Leave all leaves		Memorial Ave	070/		40/	00/	40/	00/	_	0.005	_	0.004	40000	_
Oakley Ave	City of Lynchburg	0.24	11000 F US 460 Fort Ave	97%	_0%	1%	0%	1%	0%	F	0.085	F	0.621	12000	F
Bus	From:		S 460 Oakley Ave												
(221)(460) Fort Ave	City of Lynchburg	0.42	12000 F	97%	1%	1%	0%	1%	0%	С	0.089	F	0.511	13000	F
(221)(400)	To-				7										
Bus	From	118	3-6029 Fort Ave												
(221)(460) 12th St	City of Lynchburg	0.25	12000 N	97%	1%	1%	0%	1%	0%	Ν	0.089	Ν	0.511	13000	Ν
$\hookrightarrow$	Ta-	Bus US	501 Campbell Ave		1										
Bus Bus	From: L		•		<b>-</b> 1	407	407	407	00/	_	0.400	_	0.00	40000	_
(221) (460) (501) 12th Street	City of Lynchburg	0.18	11000 F	96%	_ 1% <b>¬</b>	1%	1%	1%	0%	F	0.102	F	0.63	12000	F
Bus Bus	From		Kemper St 12th Street		1										
(221)(460)(501) Kemper St	City of Lynchburg	0.41	11000 F	96%	<b>」</b> 1%	1%	1%	1%	0%	С	0.088	F	0.621	12000	F
(221)(400)(301)3	To:		ynchburg Expresswa		٦	1,0	. 70	. 70	0,0	J	0.000	•	J.J_ 1	000	•
	From		CL Lynchburg	-	1										
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13	30000 F	94%	┛ 0%	1%	1%	4%	0%	F	0.098	F	0.64	32000	F
400) - 5110110019 1 1117	To:		ller Mountain Rd	J-170	7	1 /0	1 /0	7/0	0 /0	'	0.000	•	0.04	02000	•
		Cano	III Ountain IXI		1										

### Virginia Department of Transportation Mobility Management Division

## 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

			OI LYNCH					Trı	ıck		in .	K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Cano	ller Mounta	in Rd		J										
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44	25000	F	94%	0%	1%	1%	4%	0%	F	0.099	F	0.649	27000	F
	Ta- From:		US 501			]										
460 501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	25000	В	94%	0%	1%	1%	4%	0%	С	0.107	Α	0.529	27000	В
	Ta- From:	US 5	01 Campbe	ll Ave		]										
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.56	25000	N	94%	0%	1%	1%	4%	0%	Ν	0.099	Ν	0.649	27000	Ν
<del></del>	To:		chburg Futu		9											
Bus	From:		CL Lynchb		000/		40/	00/	40/	00/	0	0.000	_	0.570	00000	_
Timberlake Rd	City of Lynchburg	0.62	31000	F	98%	0%	1%	0%	1%	0%	С	0.088	F	0.578	33000	F
Bus	Ta- From:	Old	Graves Mil	l Rd												
460 Timberlake Rd	City of Lynchburg	1.14	27000	F	98%	0%	0%	0%	1%	0%	F	0.088	F	0.548	28000	F
Pire	To- From:	]	Leesville R	d		}—										
Bus 460 Timberlake Rd	City of Lynchburg	0.37	32000	F	98%	0%	0%	0%	1%	0%	F	0.092	F	0.561	34000	F
400)	To-		ynchburg E						.,.		-		-			-
Bus	From:			•	-		201	201	407	00/	_	0.000	_	0.550	22222	_
Fort Ave	City of Lynchburg	1.15	19000	F	98%	0%	0%	0%	1%	0%	F	0.092	F	0.552	20000	F
Bus Bus	Ta- From:	Bus	US 29 Ward	ds Rd												
(460) (29) Fort Ave	City of Lynchburg	1.19	24000	G	98%	0%	1%	0%	0%	0%	С	NA			25000	G
Bug	Too. From:	Bus U	S 29 Memor	rial Ave		]—										
Bus 460 Fort Ave	City of Lynchburg	0.57	23000	F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.55	26000	F
400	To		221 Oakley													
Bus	From:				070/	<b>_</b>	407	001	407	00/	_	0.000	_	0.544	10000	_
460 221 Fort Ave	City of Lynchburg	0.42	12000	F	97%	1% _	1%	0%	1%	0%	С	0.089	F	0.511	13000	F
Bus	To. From:	118	8-6029 Fort	Ave		_										
(460)(221) 12th St	City of Lynchburg	0.25	12000	N	97%	1%	1%	0%	1%	0%	Ν	0.089	Ν	0.511	13000	Ν
$\hookrightarrow$	To: From:	Bus US	501 Campl	bell Ave		}—										
Bus Bus (460) (221) (501) 12th Street	City of Lynchburg	0.18	11000	F	96%	- 1%	1%	1%	1%	0%	F	0.102	F	0.63	12000	F
(400)(221)(301) 12 3331	To:	00	Kemper St		3373	1	.,0	.,,	.,0	0,0	•	01.102	•	0.00	.2000	•
Bus Bus	From:		12th Street			]		407	401				_			
(460) (221) (501) Kemper St	City of Lynchburg	0.41	11000	F	96%	1%	1%	1%	1%	0%	С	0.088	F	0.621	12000	F
Bus Bus	To: From:	US 29 L	ynchburg Ex	presswa	у	}—										
(460)(501) Kemper St	City of Lynchburg	0.34	13000	F	93%	1%	3%	2%	2%	0%	F	0.093	F	0.608	15000	F
	To:	(	Campbell Av	/e		<b>]</b>										
Bus Bus (460) 501 Campbell Ave	City of Lynchburg	0.88	Kemper St 19000	F	93%	】 1%	3%	2%	2%	0%	С	0.095	F	0.631	21000	F
(460) (501) Campbell Ave	_ F				3370	7/0	370	2/0	2/0	0 /0	J	0.000	'	0.001	21000	'
Bus Bus	To- From:		Mayflower I													
(460)(501) Campbell Ave	City of Lynchburg	0.48	18000	F	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	F
~ ~	To:		Florida Ave	•												

### Virginia Department of Transportation Mobility Management Division

## 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

			City	of Lynchb	July												
R	oute	Jurisdiction	Lenath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. OW
	outo		•		Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
	Bus	From:		Florida Ave		2001		00/	00/	00/	001	_	0.000	_	0.504	00000	_
( 460 }	Campbell Ave	City of Lynchburg	0.23	21000	F	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	F
~	<del>~</del>	To:	US 40	60 Richmond	l Hwy												
		From:	S	CL Lynchbur	rg												
501 C	ampbell Ave	City of Lynchburg	0.99	12000	F	97%	0%	1%	0%	1%	0%	F	0.098	F	0.677	12000	F
$\overline{}$		To:		US 460			<b>1</b>										
E01	Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	25000	В	94%	0%	1%	1%	4%	0%	С	0.107	Α	0.529	27000	В
501	2,101.00.9 1.11.9	To-	2.00	US 501		0 170	7	170	170	170	070	Ŭ	0.101	,,	0.020	2,000	
		From:		US 460			1										
501		City of Lynchburg	0.59	26000	F	95%	1%	1%	1%	2%	0%	F	0.090	F	0.546	28000	F
901)		, , , _,		20.17 8	_		7										
~~	Con dias Más Da	From:		28 Mayflowe 35000	F F	050/	40/	40/	40/	20/	00/	F	0.004	F	0.500	20000	F
501	28 Candler Mtn Rd	City of Lynchburg	0.40			95%	1%	1%	1%	2%	0%	Г	0.084	г	0.539	38000	г
		From:		ynchburg Exp LYNCHBUR			<del> </del>										
(504) (	29 Lynchburg Expressway	City of Lynchburg	0.34	43000	N	93%	J 0%	1%	1%	5%	0%	N	0.090	Ν	0.548	45000	Ν
501}{	29) Eyriciiburg Expressway	Only of Eyrichburg				3370	- 070	1 70	1 70	370	070	14	0.000	14	0.540	43000	14
~~~		To: From:		ARDS RD EX													
501 } L	nchburg Expressway	City of Lynchburg	1.51	40000	F	95%	1%	1%	1%	2%	0%	С	0.089	F	0.52	44000	F
<u> </u>		To	Т	Timberlake Ro	d		-										
501 L	nchburg Expressway Ext	City of Lynchburg	1.21	40000	F	95%	1%	1%	1%	2%	0%	F	0.088	F	0.539	44000	F
		Too		N. M. II. D.	. 1		7										
~~ <u>`</u>	nchburg Expressway	City of Lynchburg	1.24	Graves Mill R	F F	95%	1%	1%	1%	2%	0%	F	0.087	F	0.527	33000	F
501	inclibuly Explessway	City of Eyrichburg	1.24	30000	Г	95 /6	1 /0	1 /0	1 /0	2/0	0 /6		0.007	-	0.527	33000	-
~~~		To: From:		Lakeside Dr			<u> </u>										
501 }L	nchburg Expressway Ext	City of Lynchburg	1.54	13000	F	96%	0%	1%	1%	2%	0%	С	0.087	F	0.554	15000	F
		To:	V	Wiggington Re	d		<b>٦</b>										
501 L	nchburg Expressway	City of Lynchburg	1.86	13000	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.535	14000	F
301)	<b>3</b> , ,	To:	I	Boonsboro Ro	d		1										
		From:		hburg Expres													
501 B	oonsboro Rd	City of Lynchburg	1.80	8900	F	96%	0%	1%	0%	2%	0%	С	0.095	F	0.608	9700	F
		То:	W	/CL Lynchbu	rg												
Bus E	Bus	From:		US 460													
501	Campbell Ave	City of Lynchburg	0.23	21000	F	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	F
301)(2	(10)				-		7										
Bus I	Bus	To: From:		Florida Ave													
501	Campbell Ave	City of Lynchburg	0.48	18000	F	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	F
	<del></del>	To:	1	Mayflower Di	r		<b>—</b>										
	Bus	From:		-			J						-				
501 }{ 4	Campbell Ave	City of Lynchburg	0.88	19000	F	93%	1%	3%	2%	2%	0%	С	0.095	F	0.631	21000	F
$\sim$	~ <u> </u>	То:		Kemper St			1										
Bus	Bus	From:		Campbell Ave			J					_		_		.=	_
501 }{ 4	Kemper St	City of Lynchburg	0.34	13000	F	93%	1%	3%	2%	2%	0%	F	0.093	F	0.608	15000	F
~	~	To:	Lync	hburg Expres	sway												

Route	Jurisdiction	Longth	AADT	ΟΛ	4Tire	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	Ο\//
Noute	Sursuction	Lengur		QД	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
Bus Bus	From:		US 221			J					_		_			_
(501)(221)(460) Kemper St	City of Lynchburg	0.41	11000	F	96%	1%	1%	1%	1%	0%	С	0.088	F	0.621	12000	F
Bug Bug	From:		2TH STREE -6027; 118-6													
Bus Bus (501) (221) (460) 12th Street	City of Lynchburg	0.18	11000	F	96%	」 1%	1%	1%	1%	0%	F	0.102	F	0.63	12000	F
(501)(221)(460) 12th Street	City of Eyrioniburg				3070	7	170	170	170	070	•	0.102	•	0.00	12000	•
Bus	To: From:		FORT AVE	3												
(501) Campbell Ave	City of Lynchburg	0.23	9100	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.733	10000	F
	To:		Park Ave													
Bus	From:															
(501) Langhorne Rd	City of Lynchburg	0.27	9600	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.511	11000	F
	To: From:	N	Memorial Av	ve		<b>—</b>										
Bus Langharna Bd	City of Lynchburg	0.29	18000	F	98%	<b>-</b> 1%	1%	0%	0%	0%	_	0.085	F	0.546	20000	F
501 Langhorne Rd	City of Lynchburg	0.29	10000	Г	90%	170	170	0%	0%	0%	Г	0.065	Г	0.546	20000	Г
Bus	To: From:		Murrell Rd													
(501) Langhorne Rd	City of Lynchburg	1.06	13000	F	98%	1%	1%	0%	0%	0%	С	0.09	F	0.526	15000	F
301)	Tec		TT:11 C.			7										
Bus	From:		Hill St													
(501) Langhorne Rd	City of Lynchburg	0.47	13000	G	98%	1%	1%	0%	0%	0%	F	NA			13000	G
<u></u>	To:		Cranehill D	r		1										
Bus	O'to a Channala la com				000/	40/	00/	00/	00/	00/	_	0.000	_	0.000	0.400	_
501 Langhorne Rd	City of Lynchburg	1.37	8600	F	99%	1% 7	0%	0%	0%	0%	С	0.089	F	0.666	9400	F
Bus	From:		vermont Ter Langhorne R													
Sol Rivermont Terrace	City of Lynchburg	0.25	6100	F	99%	1%	0%	0%	0%	0%	F	0.097	F	0.726	6600	F
(301) ravorniona romaco	To:		Rivermont A		0070	7	070	070	070	070	•	0.001	•	0.120	0000	•
Bus	From:		vermont Ter													
Rivermont Ave	City of Lynchburg	0.44	17000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.565	18000	F
	To:		Link Rd			1										
Bus	From:															
(501) Boonsboro Rd	City of Lynchburg	0.76	14000	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.585	15000	F
	To:	T	rents Ferry l	Rd		<b>—</b>										
Bus Pagnahara Bd	City of Lymphburn				000/	- 00/	00/	00/	00/	00/	0	0.000	_	0.550	14000	_
501 Boonsboro Rd	City of Lynchburg	1.75	13000	F	99%	0% 7	0%	0%	0%	0%	С	0.093	F	0.558	14000	F
	10.	Lync	hburg Expre	ssway												

						City of Lynchburg								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg														
				From:		Long Meadow Dr								
(1) Pawnee Dr	0.86	340	F	81 <u>%</u>	5%	13% 1% 0%	0%	F	0.124	F	0.628	370	F	2004
				To:		Sandusky Dr	J							
				From:		Church St	Ī							
2 9th Street	0.18	890	F	81%	5%	13% 1% 0%	0%	С	0.134	F	0.528	980	F	2004
				To:		Jefferson St								
				From:		Del Ray Circle								
Alta Lane	0.85	2900	F	98%	1%	0% 0% 0%	0%	С	0.106	F	0.578	3100	F	2004
(3) Alta Lane	0.00	2300	•	To:	1 70	Wards Ferry Rd	070	O	0.100	'	0.070	3100	•	2004
			_	From:		Leesville Rd				_			_	
(4) Del Ray Circle	0.16	2900	F	98%	1%	0% 0% 0%	0%	F	0.104	F	0.553	3200	F	2004
$\overline{}$				To:		Alta lane								
				From:		Park Ave								
5 8th Street	0.59	1500	F	97%	1%	1% 0% 0%	0%	С	0.089	F	0.530	1600	F	2004
3)				To:	.,,	Court St		_						
				From:	~		,							
O Langham D.I	0.40	4000	_	<u> </u>		1US 501 Rivermont Terrace	00/	_	0.000	_	0.754	4000	_	0004
(6) Langhorne Rd	0.16	1600	F	98%	1%	1% 0% 0%	0%	F	0.098	F	0.754	1800	F	2004
				To: From:		Villa Rd								
Villa Del	0.40	4700	_		40/	Langhorne Rd	00/	_	0.007	_	0.074	1000	_	2004
(6) Villa Rd	0.12	1700	F	98% To:	1%	1% 0% 0%	0%	F	0.097	F	0.671	1800	F	2004
				10:		Rivermont Ave								
_				From:		CBUS 460 Fort Ave								
7 Long Meadow Dr	0.73	2300	F	98%	0%	1% 0% 1%	0%	F	0.117	F	0.517	2500	F	2004
$\overline{\bigcirc}$				To:		Pawnee Dr								
				From:		Perrymont Ave				•				
8 Sussex St	0.79	3200	F	98%	0%	1% 0% 1%	0%	F	0.101	F	0.651	3500	F	2004
8 Sussex St	0.13	5200	•	90 70 To:	U /0	Langhorne Rd	0 /0	ı-	0.101	1	0.001	3300	'	2004
				From:	E	ntrance to Liberty University								
( 9 ) University Blvd	0.42	9700	F	99%_	0%	0% 0% 0%	0%	С	0.127	F	0.627	11000	F	2004
				To:		Candlers Mountain Rd								
				From:		C1US 501								
(6001) V E S Road	0.92	2600	F	97%	1%	1% 0% 0%	0%	С	0.11	F	0.67	2900	F	2004
(6001)	0.02		-	To:	.,,	Williams Rd		Ū	0	•	0.0.		•	
				-										
O			_	From:		Boonsboro Rd		_		_		.=	_	
(6002) Trents Ferry Rd	1.88	1400	F	98%	1%	1% 0% 0%	0%	С	0.097	F	0.550	1500	F	2004
$\overline{}$				To:		Bedford County Line								
				From:		Old Forest Rd								
(6003) Link Rd	0.78	8800	F	99%	1%	0% 0% 0%	0%	F	0.085	F	0.563	9700	F	2004
				To:		Cranehill Dr								
				From:		Cranehill Rd								
6003) Link Rd	1.32	7600	F	99%	1%	0% 0% 0%	0%	С	0.086	F	0.508	8400	F	2004
				To:		Rivermont Ave								
				From:		Old Forest Rd	1							
Wiggington Dd	4.04	2600	F	<u> </u>	10/		00/	_	0.400	_	0.606	4000	_	2004
6004 Wiggington Rd	1.04	3600	F	98%	1%	1% 0% 0%	0%	F	0.108	F	0.686	4000	F	2004
				To- From:		Lynchburg Exp								
(6004) Wiggington Rd	0.76	3400	F	98%	1%	1% 0% 0%	0%	С	0.106	F	0.832	3700	F	2004
				To:										
Wiggington DI	4.00	4000	-	From:	40/	Chadwick Dr	00/		0 4 4 4	_	0.600	4200	г	2004
(6004) Wiggington Rd	1.82	1200	F	98%	1%	1% 0% 0%	0%	F	0.114	F	0.632	1300	F	2004
				To: From:		Hawkins Mill Rd								
Lloudring Mill Dal	0.00	4600	_		20/	Wiggington Rd	00/	^	0.440	_	0.500	1700	_	2004
(6004) Hawkins Mill Rd	0.36	1600	F	97%	2%	1% 0% 0%	0%	С	0.119	F	0.598	1700	F	2004
$\overline{}$				To:		Coffee Rd								
O 0 " 5:		40	_	From:		Hawkins Mill Rd	00.	_				0000	-	
(6004) Coffee Rd	0.89	1900	G	97%	2%	1% 0% 0%	0%	F	NA			2000	G	2004
$\overline{}$				To		Walnut Hollow Rd	].							
6004) Coffee Rd	0.33	3300	F	97%	2%	1% 0% 0%	0%	F	0.104	F	0.757	3600	F	2004
0004	3.00		•	To:		US 501		•	5.10 7	•	J 01	2000	•	_50.
						03 301								

Care Mill Rd   Care							City of Lynchbu	rg								
Cite of Londburg   Cite of Lon	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
18.5	City of Lynchburg						ZAXIC STAXIC	TTTAII	211011		1 actor		1 actor			
Column   C	$\sim$				<u> </u>											
Graves Mill Rd 0.66 4300 F 97% 1% 1% 9% 0% 1% 0% F 0.033 F 0.514 4700 F 2004	6009 Graves Mill Rd	0.60	5400	F	97%	1%	1% 0%	1%	0%	F	0.105	F	0.544	5900	F	2004
Graves Mill Rd 0.66 4300 F 97% 1% 1% 0% 1% 0% F 0.103 F 0.514 4700 F 2004	<u> </u>				To:		Old Mill Rd		1							
National Property   Nati	6009 Graves Mill Rd	0.66	4300	F		1%	1% 0%	1%	0%	F	0.103	F	0.514	4700	F	2004
Craves Mill Rd   0.27   8300   F   97%   1%   1%   0%   1%   0%   F   0.085   F   0.683   9100   F   2004					To:		Nationwide Dr									
Comparison   Com	Graves Mill Rd	0.27	8300	F		1%		1%	0%	F	0.095	F	0.653	9100	F	200/
Graves Mill Rd	6009 Graves IVIIII red	0.21	0300	•	37 70				070	•	0.000	•	0.000	3100	•	200-
Church St   0.30   4300   F   97%   1%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%   17%   07%	O 0 14111 5 1									_		_			_	
Graves Mill Rd	Graves Mill Rd	0.18	24000	F	97%	1%	1% 0%	1%	0%	C	0.095	F	0.519	26000	F	2004
					To:		Old Graves Mill R	.d								
Pearl St	6009 Graves Mill Rd	1.04	19000	F		1%	1% 0%	1%	0%	F	0.096	F	0.508	21000	F	2004
Church St 0.30 4300 F 96% 1% 0% 1% 0% 1% 0% C 0.115 F 4700 F 2004    11					To:		WCL Lynchburg 09-1	1425								
Church St   0.30   4300   F   89%   1%   1%   0%   1%   0%   C   0.115   F   4700   F   2004					From:		Pearl St									
Sin St	6012 Church St	0.30	4300	F	98%	1%		1%	0%	С	0.115	F		4700	F	2004
Church St					To:		11FT C.		1							
Signature   Sign	Church St	0.40	6200			10/		10/	00/		0.006	Г		6700	Е	2007
Rivermont Ave   0.90   14000   F   98%   1%   1%   0%   1%   0%   0%   0%   0	5012) Church St	0.40	0200	Г	90%	170	170 U70	170	0%	Г	0.096	Г		6700	Г	2002
Bedited Ave E INT   Note   February   Febr					To: From:		5th St									
Rivermont Ave   0.96   4000   F   97%   1%   1%   0%   2%   0%   F   0.519   4400   F   2004	6012) Rivermont Ave	0.90	14000	F	98%	1%	1% 0%	1%	0%	С	0.090	F	0.586	16000	F	2004
Bedford Ave   0.96   4000   F   97%   1%   1%   0%   2%   0%   C   0.087   F   0.519   4400   F   2004	$\bigcirc$															
Rivermont Ave   1.01   7400   F   97%   1%   1%   0%   2%   0%   F   0.103   F   8100   F   2004	<u> </u>			_	<u> </u>					_		_			_	
Rivermont Ave   1.01   7400   F   97%   1%   1%   0%   2%   0%   F   0.103   F   8100   F   2004	₆₀₁₂ ) Bedford Ave	0.96	4000	F	_	1%			0%	С	0.087	F	0.519	4400	F	2004
Rivermont Ave   1.01   7400   F   97%   1%   1%   0%   2%   0%   F   0.103   F   8100   F   2004	<u> </u>															
Nivermont Ave   1.11   8900   F   97%   1%   1%   0%   2%   0%   F   0.096   F   0.589   9700   F   2004	Piverment Ave	1.01	7400	_	<u> </u>	10/			00/	_	0.402	_		9100	_	2007
Rivermont Ave   1.11   8900   F   97%   1%   1%   0%   2%   0%   F   0.096   F   0.589   9700   F   2004	6012) Kiveilliont Ave	1.01	7400	Г	_	170			0%	Г	0.103	Г		6100	Г	2004
Rivermont Ave 1.11 8900 F 97% 1% 1% 0% 2% 0% F 0.096 F 0.589 9700 F 2004									<u>J</u>							
Bedford Ave E Int   Bedford Ave E Int   Bedford Ave   Be	O 5:			_		407			00/	_	0.000	_	0.500	0700	_	000
Bedford Ave   Fine   Fine   Bedford Ave   Fine	6020 Rivermont Ave	1.11	8900	F	_	1%			0%	F	0.096	F	0.589	9700	F	2004
Hollins Mill Rd  1.16 3200 F 97% 1% 1% 0% 2% 0% F 0.097 F 0.597 3500 F 2004    Hollins St	<u> </u>				To:		Bedford Ave E In	t								
Hollins St							Bedford Ave									
Federal St  0.40  3700  F  97% 1% 1% 0% 2% 0% F  5Th St  10029  12th Street  0.80  6200  F  96% 1% 2% 0% 1% 0% 5Th St  12th Street  0.80  6200  F  96% 1% 2% 0% 1% 0% 1% 0% F  10029  12th Street  0.25  4800  F  96% 1% 2% 0% 1% 0% F  10029  12th Street  0.25  4800  F  96% 1% 2% 0% 1% 0% F  10029  12th Street  0.25  4800  F  96% 1% 2% 0% 1% 0% F  10029  12th Street  0.25  4800  F  96% 1% 2% 0% 1% 0% F  10029  12th Street  0.25  4800  F  96% 1% 2% 0% 1% 0% F  10029  12th Street  0.25  4800  F  96% 1% 2% 0% 1% 0% F  10029  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  10020  100	6022) Hollins Mill Rd	1.16	3200	F	97%	1%	1% 0%	2%	0%	F	0.097	F	0.597	3500	F	2004
Federal St  0.40  3700  F  97% 1% 1% 0% 2% 0% F  0.088  F  0.092  F  0.088  F  0.593  4000  F  2004  1	$\bigcirc$				To:		Hollins St									
STh St   Street   Sth St   Street   Sth St   Street   Sth St   Street   S	Federal St	0.40	3700	F		1%		2%	0%	F	0.088	F	0.593	4000	F	2004
Columbrie   Colu	0022				_											
Murrell Rd   0.37   7900   F   97%   1%   1%   0%   2%   0%   F   0.092   F   0.524   8700   F   2004					From:				1							
Langhorne Rd   Lang	Murrell Rd	0.37	7900	F	<u> </u>	1%		2%	0%	F	0.092	F	0.524	8700	F	2004
No.	6023) Warron Ka	0.57	7300	•		1 70		270	070	'	0.032	'	0.524	0700	•	200-
12th Street   0.80   6200   F   96%   1%   2%   0%   1%   0%   F   0.085   F   0.539   6700   F   2004					F				I							
Clay St.   Clay St.   Clay St.   Commerce St.   Clay St.   Commerce St.   Comme	A Oth Change	0.00	0000	_		40/		40/	00/	_	0.005	_	0.500	6700	_	200
12th Street   0.25   4800   F   96%   1%   2%   0%   1%   0%   F   0.097   F   0.537   5200   F   2004	6027) 12th Street	0.80	6200	F	96%	1%	2% 0%	1%	0%	F	0.085	F	0.539	6700	F	2004
Commerce St.   Commerce St.   STh St   St   St   St   St   St   St   St					From:		Clay St.									
Commerce St	6027) 12th Street	0.25	4800	F		1%	2% 0%	1%	0%	F	0.097	F	0.537	5200	F	2004
Commerce St 0.33 3800 F 96% 1% 2% 0% 1% 0% F 0.110 F 0.541 4100 F 2004    Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0%   F 0.125 F 0.704 3600 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0%   F 0.125 F 0.704 3600 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0%   F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004	$\bigcirc$				To:		Commerce St.									
Commerce St 0.33 3800 F 96% 1% 2% 0% 1% 0% F 0.110 F 0.541 4100 F 2004    Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.125 F 0.704 3600 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 5700 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004   Commerce St   0.30 6400 F 96% 1% 2% 0% 1% 0% F 0.08 F 0.505 9100 F 2004   Commerce St   0.36 6400 F 96% 1% 2% 0% 1% 0% F 0.092 F 0.615 15000 F 2004   Commerce St   0.36 6400 F 96% 1% 2% 0% 1% 0% F 0.092 F 0.615 15000 F 2004					From:		5Th St									
Commerce St   0.30   3300   F   96%   1%   2%   0%   1%   0%   F   0.125   F   0.704   3600   F   2004	6028 Commerce St	0.33	3800	F	96%	1%		1%	0%	F	0.110	F	0.541	4100	F	2004
Commerce St 0.30 3300 F 96% 1% 2% 0% 1% 0% F 0.125 F 0.704 3600 F 2004    From:   Wadsworth Ave					Tor				1							
To: Main St    From: Wadsworth Ave	Commorco St	0.30	2200			10/		10/	00/	_	0.125	_	0.704	3600	_	200/
From: Wadsworth Ave	6028 Confinence St	0.30	3300	Г		1 /0		1 /0	0 /6	-	0.123		0.704	3000	Г	2002
Fort Ave 0.43 5700 F 96% 1% 2% 0% 1% 0% F 0.086 F 0.594 6200 F 2004    Columbia																
Name	○ F1.5	2 12	F=0.5	_	<u> </u>	461		401	001	_	0.000	_	0.50:	0000	_	000
Park Ave 0.28 <b>8300 F</b> 96% 1% 2% 0% 1% 0% F 0.08 F 0.505 9100 F 2004    Solid Park Ave   0.36   6400   F   96% 1% 2% 0% 1% 0%   F   0.079   F   0.5   7000   F   2004    Solid Park Ave   0.36   6400   F   96% 1% 2% 0% 1% 0%   F   0.079   F   0.5   7000   F   2004    Solid Park Ave   O.36   6400   F   96% 1% 2% 0% 1% 0%   F   0.092   F   0.615   15000   F   2004	Fort Ave	0.43	5700	F	96%	1%	2% 0%	1%	0%	F	0.086	F	0.594	6200	F	2004
Park Ave 0.28 8300 F 96% 1% 2% 0% 1% 0% F 0.08 F 0.505 9100 F 2004    Output					From:		Kemper St									
Park Ave 0.36 <b>6400 F</b> 96% 1% 2% 0% 1% 0% F 0.079 F 0.5 7000 F 2004    Oakley Ave   Oakley O	6029 Park Ave	0.28	8300	F		1%		1%	0%	F	0.08	F	0.505	9100	F	2004
Park Ave 0.36 6400 F 96% 1% 2% 0% 1% 0% F 0.079 F 0.5 7000 F 2004    Oakley Ave   Oakley Oak					To:				<del></del> ,							
To: 5Th St    Oakley Ave   Ookley Ave   Ookl	Park Ava	0.36	6400	-		10/		10/	00/	Г	0.070	_	0 F	7000	Г	2007
Oakley Ave  Oakley Ave  From Oakley Ave  Oakley Ave  From Oakley Ave	6029 Park Ave	0.36	0400	Г		1%		1%	υ%	F	0.079	г	0.5	7000	Г	2004
6031) Lakeside Dr 0.41 <b>14000 F</b> 96 <mark>% 1% 2% 0% 1% 0%</mark> F 0.092 F 0.615 15000 F 2004	_															
	<u> </u>			_	<u> </u>					_	_	_	_		_	
To: Murrell Rd	6031) Lakeside Dr	0.41	14000	F		1%		1%	0%	F	0.092	F	0.615	15000	F	2004
	$\overline{}$				To:		Murrell Rd									

						City of Ly	ynchbu	rg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg																
O Laboration Do	0.04	2000	_	From:	40/	Murre		40/	00/	_	NIA			0.400	_	0004
6031) Lakeside Dr	0.34	6000	G	96%	1%	2%	0%	1%	0%	С	NA			6400	G	2004
				To: From:		Memor	rial Ave		-							
6031) Park Ave	0.36	6600	F	98%	1%	1%	0%	1%	0%	F	0.096	F	0.502	7200	F	2004
<u> </u>				To-		Langho										
O David Acces	0.05	0000	_	From:	40/	C1US		40/	00/	_	0.004	_	0.507	0000	_	0004
6031) Park Ave	0.35	8200	F	96% To:	1%	2%	0%	1%	0%	F	0.084	F	0.537	9000	F	2004
						US 221; 118-	6027:12	In St								
O •			_	From:			la Ave			_		_			_	
6032 Main St	0.25	2800	F	98%	1%	1%	0%	1%	0%	F	0.098	F		3100	F	2004
				From:		Lynchburg Lynchb		vay								
6032 Main St	0.28	6300	F	98%	1%	1%	0%	1%	0%	F	0.091	F	0.865	6900	F	2004
Main St	0.20	0000	•	3070	1 70	170	070	170	<u> </u>	•	0.001	•	0.000	0000	•	200-
<u> </u>				From:			'h St									
6032) Main St	0.55	5800	F	98%	1%	1%	0%	1%	0%	F	0.095	F		6400	F	2004
				To:		5Tl	n St									
				From:	•	Campb										
6033) Florida Ave	1.28	4500	F	98%	1%	1%	0%	1%	0%	С	0.113	F	0.623	4900	F	2004
$\overline{}$				To-		Augu	sta St									
6033) Florida Ave	0.88	3600	F	98%	1%	1%	0%	1%	0%	F	0.102	F	0.616	3900	F	2004
			-	To:	. , •	Mai				-		-			-	
				From:												
Martin St	0.58	1100	F	98%	1%	1%	la Ave 0%	0%	0%	С	0.111	F	0.676	1200	F	2004
Martin St	0.50	1100	•	To:	1 /0		nchburg	070	070	O	0.111	'	0.070	1200		2007
O a salla a Misa Bal	4.00	0000	_	From:	00/	SCL Ly		00/	00/	_	0.004	_	0.705	0400	_	000
6035 Candler Mtn Rd	1.09	2800	F	99%	0%	0%	0%	0%	0%	С	0.094	F	0.705	3100	F	2004
				From:	I	Ramp From U	S 460; F	R 906	-							
6035) Candler Mtn Rd	0.74	12000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.524	13000	F	2004
				To:		SR 128; May	flower I	Drive								
				From:		5Tl	h St									
6036) Clay St	0.50	1600	F	97%	0%	2%	0%	0%	0%	С	0.114	F	0.662	1800	F	2004
				To:		12T	Th. C4									
6036) Grace St	0.88	3200	F	From: 97%	1%	1%	h St 0%	1%	0%	С	0.106	F	0.652	3500	F	2004
Grace St	0.00	3200	•	To:	1 /0		la Ave	1 /0	070	C	0.100	'	0.002	3300	'	2004
O 01 11 D	0.00	4400	_	From:	407	Wytl		40/	00/	_	0.007	_	0.550	4000	_	0004
6037) Stadium Dr	0.38	4400	F	97%	1%	1%	0%	1%	0%	F	0.097	F	0.556	4800	F	2004
				To:		Carro	ll Ave									
				From:			Ave									
6038) Wythe St	0.27	7000	F	96%	1%	1%	1%	1%	0%	С	0.088	F	0.55	7600	F	2004
<u> </u>				To:		Stadiı	ım Dr									
				From:		Stadiu	ım Dr									
₆₀₄₀ James St	0.22	3500	F	96%	1%	1%	0%	1%	0%	С	0.1	F	0.508	3800	F	2004
				To		Carro	ll Ave									
<del></del>				From:		Langho	orne Rd		1					-		
6042) Cranehill Dr	1.04	1300	F	95%	4%	1%	0%	0%	0%	С	0.145	F	0.624	1400	F	2004
00-27	1.01		•	To:	. , 0	Linl		J / U		J	5.1.10	٠	J.J. 1	. 100	•	_00
				From:					<del></del>							
Old Forget Dd	0.04	10000	_		40/	US 501 NW			00/	F	0.000	_	0.550	21000	_	2004
Old Forest Rd	0.94	19000	F	95%	4%	1%	0%	0%	0%	F	0.083	F	0.559	21000	F	2004
_				To- From:		Forrest E	Brook Ro	l	-							
6044) Old Forest Rd	0.45	18000	F	98%	0%	0%	1%	0%	0%	С	0.084	F	0.508	20000	F	2004
$\bigcirc$				To:		Linl	c Rd									
Old Forest Rd	0.21	13000	F	From: 98%	0%	0%	1%	0%	0%	F	0.091	F	0.564	15000	F	2004
Old Forest Rd	0.41	13000	•	JU /6	U /0			U /0	U /0	1	0.031		0.004	13000	1	2004
				To: From:		Linkho	orne Dr		-							
Old Forest Rd	1.61	9500	F	98% To:	0%	0% Lakes	1%	0%	0%	F	0.092	F	0.606	10000	F	2004

						City of Lynchbu	rg								
Route	Length	AADT	QA	4Tire	Bus	Tru			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
Constructed Da	0.00	2000	_	From:	40/	Oakdale Dr	40/	00/	0	0.440	_	0.00	4200	_	2004
6045 Greenwood Dr	0.38	3900	F	98%	1%	1% 0%	1%	0%	С	0.112	F	0.66	4300	F	2004
	0.74			From:	40/	Perrymont Ave	40/			0.440		0.55	0000		0004
6045 Thomas Dr	0.71	5500	F	98%	1%	1% 0%	1%	0%	F	0.116	F	0.55	6000	F	2004
<u> </u>	0.05	4000		From:	40/	Langhorne Ln	201						5000		0004
6045 Richmond Rd	0.35	4900	G	97% To:	1%	1% 1% Oakley Ave	0%	0%	С	NA			5200	G	2004
				From:											
(6046) Sandusky Dr	0.77	3700	F	98%	1%	Greenwood Dr 1% 0%	0%	0%	С	0.105	F	0.614	4000	F	2004
0040)				To:		Pawnee Dr					-				
6046) Sandusky Dr	0.49	4800	F	From: 98%	1%	0% 0%	0%	0%	С	0.107	F	0.537	5300	F	2004
(0040) Garradony Dr	00		•	To:	.,,	Fort Ave	0,0			0	•	0.00.	0000	•	200.
				From:		US 29 Bus Fort Av	'e								
6048) Perrymont Ave	0.84	4700	F	98%	1%	1% 0%	1%	0%	С	0.153	F	0.827	5100	F	2004
				To:		Greenwood Dr									
				From:		Lynchburg Expressy	vay								
(6050) Odd Fellows Rd	0.60	7900	F	87%	2%	3% 2%	6%	0%	F	0.093	F	0.587	8600	F	2004
				To: From:		Mayflower Dr		-							
(6050) Odd Fellows Rd	0.67	1300	F	87%	2%	3% 2%	6%	0%	С	0.115	F	0.663	1400	F	2004
<u> </u>				To:		Dead End									
O 0 1 11 1				From:		12Th St								_	
6052 Campbell Ave	0.33	7000	F	99%	0%	1% 0%	0%	0%	С	0.095	F	0.666	7700	F	2004
<u> </u>				To: From:		17Th St									
₆₀₅₂ Campbell Ave	0.41	7000	F	99%	0%	1% 0%	0%	0%	F	0.095	F	0.648	7700	F	2004
				To:		Kemper St									
6054) Fenwick Dr	0.96	4200	F	98%	CB1	1% 1% 1%	ffield Dr 0%	0%	F	0.103	F	0.521	4600	F	2004
6054 Fenwick Dr	0.96	4200	Г	90% To:	0%	CBus 29 Wards Ro		0%	Г	0.103	Г	0.521	4600	Г	2004
				From:		WCL Lynchburg	<u>u</u>	<u>.</u>							
6056) Greenview Dr	1.29	14000	F	98%	0%	1% 1%	0%	0%	С	0.084	F	0.518	15000	F	2004
0030)				To:		Leesville Rd									
				From:		SCL Lynchburg									
(6066) Leesville Rd	1.14	7600	G	98%	1%	1% 1%	0%	0%	F	NA			8000	G	2004
				To- From:		North St		ļ.							
(6066) Leesville Rd	1.15	7200	F	98%	1%	1% 1%	0%	0%	С	0.107	F	0.609	7900	F	2004
$\bigcup$				To:		Timberlake Rd									
				From:		CBusUS 460 Logans l	Lane								
(6070) Wards Ferry Road	1.29	8100	F	99%	0%	0% 0%	0%	0%	F	0.094	F	0.546	8900	F	2004
				To: From:		Harvard St									
6070) Wards Ferry Road	1.06	7800	F	99%	0%	0% 0%	0%	0%	С	0.099	F	0.57	8600	F	2004
<u> </u>				To:		US 29; Wards Rd									
$\bigcirc$				From:		Wards Ferry Rd									
(6071) Harvard St	0.08	200	F	98% To:	0%	1% 0%	1%	0%	F	0.107	F	0.755	220	F	2004
						College Park Dr									
6072) Old Graves Mill Rd	1.70	9800	F	98%	0%	Timberlake Rd	1%	0%	0	0.096	F	0.652	11000	F	2004
6072 Old Graves Mill Rd	1.70	9000	Г	90 76 To:	0%	Graves Mill Rd	170	0%	С	0.096	Г	0.653	11000	Г	2004
				From:		Graves Mill Rd									
6073) McConville Rd	1.80	4700	F	99%	0%	0% 0%	0%	0%	С	0.099	F	0.514	5200	F	2004
00/3	1.00	00	•	To:	270	Wyndale Dr	0 / 0	7,0	Ŭ	5.500	•	0.011	3200	•	_50 /
$\bigcirc$				From:		McConville Rd									
(6073) Wyndale Dr	0.24	3400	F	98%	0%	1% 0%	0%	0%	С	0.094	F	0.571	3700	F	2004
				To:		Lakeside Dr									
O 5	2.22	4000	_	From:	407	Link Rd	001	001		0.404		0.647	0400		0004
6074 Evergreen Rd	0.33	1900	F	98%	1%	1% 0%	0%	0%	С	0.104	F	0.647	2100	F	2004
				To:		Indian Hill Rd									

						City of Lyrichibu	ig								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Lynchburg															
Indian Hill Dd	0.00	1700	_	From:	10/	Evergreen Rd	00/	00/	_	0.400	_	0.562	1000	_	200
₀₇₄ Indian Hill Rd	0.98	1700	F	98%	1%	1% 0%	0%	0%	F	0.102	F	0.563	1800	F	2004
				From:		Burnt Bridge Rd Indian Hill Rd									
074) Burnt Bridge Rd	0.97	1800	G	98%	1%	1% 0%	0%	0%	С	NA			1900	G	2004
1074) = 1 =			_	To:		Boonsboro Rd			_					_	
				From:		Richmond St		1							
Langhorne Lane	0.34	2900	F	98%	1%	1% 0%	0%	0%	С	0.098	F	0.546	3200	F	200
075) Langhome Lane	0.04	2000	•	To:	170	Eldon St	070	070	Ü	0.000	•	0.040	0200	•	200
				From:		Langhorne Ln									
075) Eldon St	0.07	2800	F	98%	1%	1% 0%	0%	0%	F	0.1	F	0.568	3000	F	200
				To:		Memorial Ave									
				From:		Old Forest Rd									
076) Linkhorne Rd	0.59	3000	F	98%	1%	1% 0%	0%	0%	F	0.134	F	0.521	3300	F	200
org				To		Cranehill Dr									
				From:		7Th St		i							
077) Jefferson St	0.41	1400	F	98%	1%	1% 0%	0%	0%	F	0.118	F	0.617	1600	F	200
Jefferson St	0.41	1400	•	To:	170	Concord Tnpk	070	070	•	0.110	•	0.017	1000	•	200
				From:				! 							
Machineton Ct	0.11	4400	_		10/	Main St	20/	00/	_	0.400	_	0.504	1600	_	200
078 Washington St	0.11	1400	F	91%	1%	1% 5%	2%	0%	F	0.100	F	0.504	1600	F	200
<u> </u>				To: From:		Jefferson St									
078 Concord Tnpk	1.66	3200	F	91%	1%	1% 5%	2%	0%	F	0.103	F	0.591	3500	F	200
<i></i>				To:		Rockwell Rd									
078) Concord Tnpk	1.07	3200	F	91%	1%	1% 5%	2%	0%	С	0.097	F	0.537	3500	F	200
one concert inpit		0_00	-	To:	.,,	US 460		7,0	Ū	0.00.	•	0.00.	0000	•	
				From:											
Court St	0.50	1400	F	91%	1%	12Th St 1% 5%	2%	0%	F	0.122	F	0.603	1600	F	200
O80 Court St	0.50	1400	F	91 /0 To:	1 /0	5Th St	Z /0	076		0.122	-	0.003	1000		200
<u> </u>			_	From:		Lakeside Dr			_		_			_	
Notest Brook Rd	0.92	2700	F	97%	1%	1% 1%	1%	0%	С	0.1	F	0.542	2900	F	200
<u> </u>				To:		Old Forest Rd									
				From:		Old Forest Rd									
Hill St	0.58	6700	F	99%	1%	0% 0%	0%	0%	F	0.096	F	0.69	7400	F	200
<u> </u>				To:		Langhorne Rd									
				From:		Fort Ave									
083) Edgewood Ave	0.73	2200	F	99%	1%	0% 0%	0%	0%	С	0.099	F	0.588	2400	F	200
				To:		Wards Rd									
				From:		Wise St									
4th Street		90	F	<u> </u>						0.152	F		100	F	200
				To:		Monroe St									
				From:		York St									
Caroline St		500	F	<u> </u>		TOTAL				0.099	F		540	F	200
Caronino Ct		000	•	To:		Chambers St		1		0.000	•		0.10	•	
				From:				+							
Chambers St		860	F			Caroline St				0.102	F		950	F	200
Chambers St		000	Г	To:		2Nd St				0.102	Г		950	Г	200
								<u> </u>							
01		<b>6</b> = 6	_	From:		Morningside Dr				0.1-:	_			_	
Clayton Ave		650	F							0.151	F		720	F	200
				To:		Spottswood Pl		J							
				From:		Berkley Pl									
Danridge Dr		1200	F							0.111	F		1300	F	200
				To		Craigmont Dr									
				From:		Maryland Ave									
Fairview Ave		430	F							0.103	F		470	F	200
		<b>-</b>	-	To:		Mackel St					-				_00
						Macket St									

				City of Lynchburg							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Ti	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Lvnchburg			From:	P:1	1						
Fleetwood Dr	1200	F		Ridgeway Dr		0.118	F		1300	F	2004
			To:	Hillwood Dr							
			From:	Campbell Ave							
Georgia Ave	220	F	To:	N 1 A		0.117	F		240	F	2004
			From:	Nevada Ave Glen Oak Ln							
Gorman Dr	330	F		GIEH OAK LII		0.122	F		370	F	2004
			To:	Northwood Cir							
			From:	Montgomery Rd							
Hawthorne Rd	170	F	To	Woodcrest Dr	_	0.147	F		180	F	200
			From:								
Hayes Dr	120	F		Rhonda Dr		0.112	F		140	F	200
			To:	Crawford Dr							
			From:	Old Trents Ferry Rd							
John Scott Dr	400	F	97%	2% 1% 0% 1% 09	6 C	0.111	F		440	F	200
			To:	Dead End							
Leyburn Ave	280	F	From:	Mosby Ave	_	0.158	F		310	F	200
Leybuill Ave	200	•	To	Sackett St	$\overline{}$	0.130	•		310	'	200
			From:	Bell Tavern Rd							
Locksview Dr	1000	F				0.116	F		1100	F	200
			To:	Norvell House Ct							
			From:	Craig St							
Maryland Ave	270	F	To:	Triming Ass	_	0.103	F		300	F	200
			From:	Fairview Ave							
McKinney Ave	340	F	From:	Clarke St		0.083	F		370	F	200
Working 7 Wo	0.0	•	To:	Dodd St		0.000	•		0.0		200
			From:	Burnt Bridge Rd							
Mimosa Dr	700	F				0.109	F		770	F	200
			To:	Woodcrest Dr							
Marsingoida Dr	440	_	From:	McGuffey Ln		0.400	_		450	_	200
Morningside Dr	410	F	To:	Wood Ln	_	0.183	F		450	F	200
			From:	Westview Dr							
Myrtle St	600	F	<u> </u>	West 18 W B1		0.123	F		660	F	200
			To:	Toledo Ave							
			From:	Oakridge Blvd							
New Hampshire Ave	430	F	To:	<b>T</b>	_	0.160	F		470	F	200
			From:	Tremont St							
Oxford St	370	F	From:	McKinney Ave		0.115	F		410	F	200
Onlord Of	0.0	•	To:	Radcliffe Ave		0.110			110	•	200
			From:	Hillcrest Rd							
Page St	3200	F				0.096	F		3500	F	200
			To:	2Nd St							
Disabilet 14		_	From:	Tremont St		N14			450		-
Rhode Island Ave	150	G	To:	Fort Ave		NA			150	G	200
			From:		+						
Sanhill Dr	390	F	·····	Rhonda Dr		0.128	F		430	F	200
		-	To:	Apache Ln			-				
			From:	Campbell Ave							
Texas Ave	310	F				0.119	F		340	F	200
			To:	Nevada Ave							

Route City of Lynchburg	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Warren Ave		200	F	From:		Wingfield Ave			0.123	F		220	F	2004